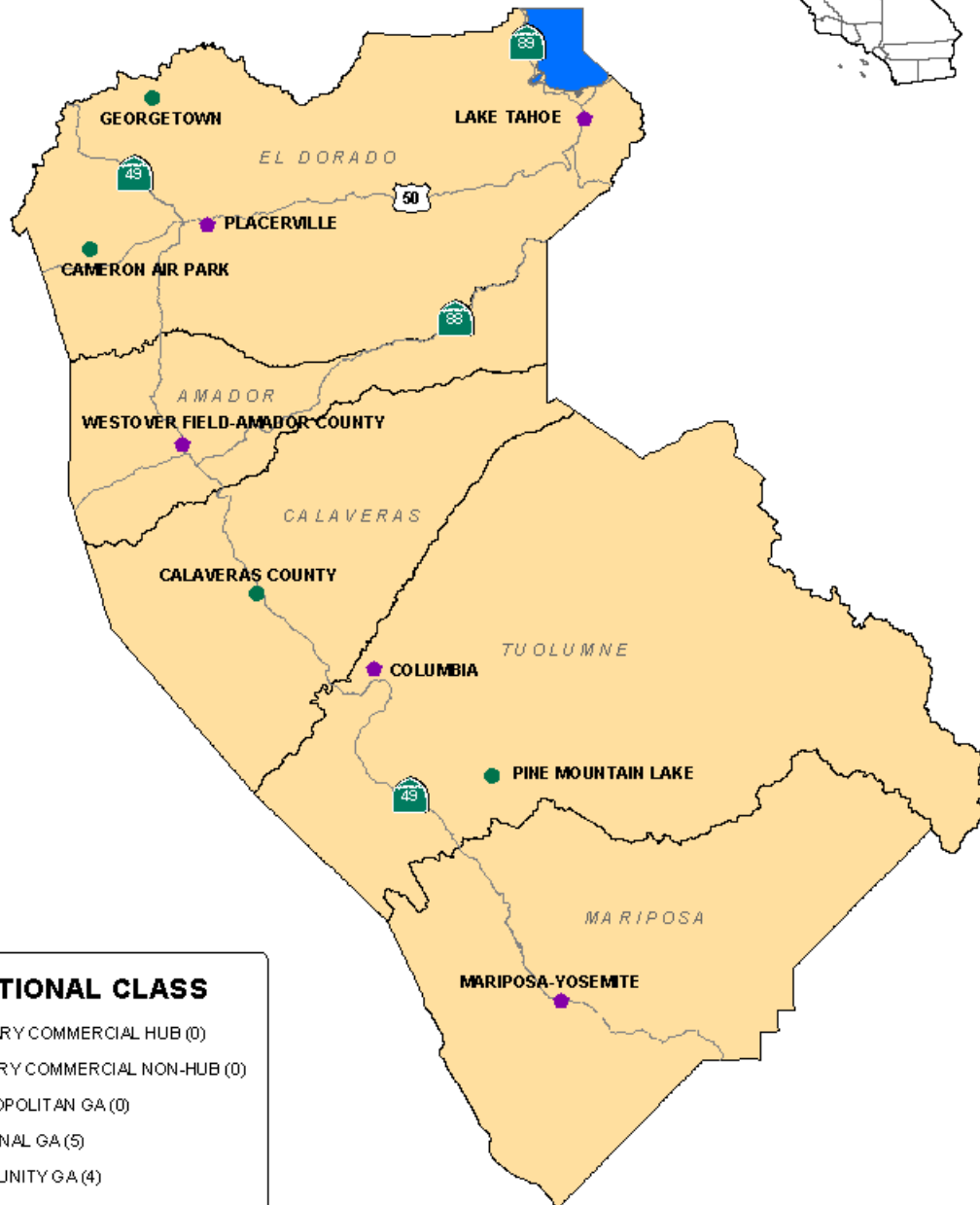
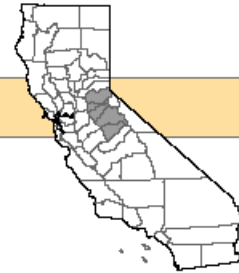


California Aviation System Plan:  
Region 4 Public Use Airports

**SIERRA**



## Sierra Region

The Sierra Region is west of the Sierra Nevada Mountain Range and east of the Sacramento Valley. It includes the following counties:

El Dorado  
Toulumne

Amador  
Mariposa

Calaveras

These counties individually serve as their own respective Regional Transportation Planning Agencies.

### **Regional Overview**

The population of the region was 307,200 in 2000, and is estimated to increase 49% to 457,900 in 2020 according to the California Department of Finance.

There are nine public-use airports in the Sierra Region. No airport in the region has scheduled passenger service. Most of the air passengers in the region travel to Fresno-Yosemite International, Stockton Metropolitan, Sacramento International, or Reno-Tahoe International Airports. The *1999 CASP Forecast Element* stated that there were 964 based aircraft and 365,088 general aviation (GA) annual aircraft operations within the region. By 2015, these figures were forecasted to increase by 51.0% (to 1,456 based aircraft) and 48.3% (to 541,555 annual GA operations) respectively.

With the exception of fast growing portions of El Dorado County, this region is primarily rural with a recreational and diminishing lumber based economy.

### **Airport Comparison by Functional Classification Category**

#### **Primary Commercial Service Hub Airports**

There are no Commercial Primary Hub airports in this region. The closest Commercial Service Primary Hub airports to the region are Fresno Yosemite International, Sacramento International and Reno-Tahoe International. Refer to Section II for a discussion of all California Commercial Service Primary Hub airports.

#### **Primary Commercial Service Non-Hub and Commercial Airports**

Lake Tahoe Airports is the only Primary Commercial Service Non-Hub or Commercial Service airport in the Sierra Region, but does not currently have any commercial service. Lake Tahoe meets all desired minimums for a Primary Commercial Service Non-Hub airport except for a precision instrument approach procedure. Though it does not currently have any scheduled commercial passenger service, the capacity and convenience it provides the Lake Tahoe region, along with the Truckee-Tahoe Airport, make preservation and improvement of this facility a regional priority. The airport currently faces considerable environmental challenges which must first be addressed before additional infrastructure investment or restoration of commercial service can be considered. Stockton Metropolitan and Modesto City-County Airports are the closest alternatives in this category.

**Metropolitan General Aviation Airports**

There are no Metropolitan General Aviation airports in the Sierra Region.

**Regional General Aviation Airports**

Four of the nine public use airports are Regional General Aviation airports: Columbia, Mariposa-Yosemite, Placerville, and Westover Field. All four airports would benefit from runway extensions, the feasibility of extensions at Mariposa and Placerville is doubtful due to terrain considerations. A runway extension is all Columbia would need to meet all minimum standards for a Regional GA airport. It falls short of Metropolitan GA minimums only by a few hundred feet of runway length and 25 feet of runway width. It serves as a fire attack base for CDF fire fighting aircraft. With only a single Primary Commercial Service Non-hub airport, upgrading these airports as otherwise described is worthy of consideration. As Placerville has an instrument approach procedure, its need for 24-hour on-field weather service is a high priority item. Westover Field's primary enhancement needs are for a 15-foot runway widening and jet fuel availability as well. Mariposa-Yosemite is the only Regional GA airport in the region without an instrument approach procedure. It would benefit from jet fuel availability and 24-hour on-field weather services. Mariposa-Yosemite's proximity to Yosemite National Park and its role as a fire-fighting helicopter attack base also make it's upgrade to minimum standards desirable.

**Community General Aviation Airports**

There are four Community General Aviation airports in the region: Calaveras County, Cameron Air Park (El Dorado Co.), Georgetown (El Dorado Co.), and Pine Mountain Lake (Tuolumne Co.). With the exception of Cameron Air Park, the other three airports in this classification are shown as needing runway extensions, though the feasibility of extensions at Georgetown and Pine Mountain Lake are considered doubtful. However, all four airports in this classification would benefit from wider runways. Georgetown and Cameron Air Park lack any instrument approach procedures, though Cameron Air Park has applied to FAA for a GPS approach to be developed. Additionally Georgetown lacks visual approach slope indicator equipment while Cameron Air Park's runway weight limit is questioned.

**Limited Use Airports**

There are no Limited Use airports in the Sierra region.

**Enhancement Need Prioritization**

The airports below are considered the region's highest priority facilities in terms of capacity and safety enhancement. Enhancements to the following airports could improve regional and state system capacity and safety, and perhaps make them worthy of reclassification:

- Columbia
- Mariposa-Yosemite
- Placerville
- Westover-Field – Amador County
- Lake Tahoe
- Calaveras County

All airports in the Sierra Region are listed in the FAA NPIAS and are therefore eligible for federal funding of airport projects.

Table 6

REGION 4 SIERRA - Enhancement Needs and Estimated Costs										Total Estimated Costs For All Regional Projects: \$2.62 Million					
FACILITY AND MINIMUM STANDARDS MINIMUM STANDARD FOR CLASSIFICATION SHOWN IN SECTION HEADER (EXCEPT RUNWAY LENGTH)	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST	RUNWAY PAVEMENT CONDITION	RUNWAY PAVEMENT REHAB ESTIMATED COST	LONGEST RUNWAY WIDTH	RUNWAY WIDENING ESTIMATED COST	VASI PAPI INSTALLED	ESTIMATED COST TO ACQUIRE & INSTALL VASI/PAPI	AVAILABLE FUEL GRADES	ESTIMATED COST TO ADD DESIRED FUELING CAPABILITIES	LONGEST RUNWAY WEIGHT RATING	AWOS/ASOS (AUTOMATED WEATHER SERVICE)	COST TO ACQUIRE & INSTALL DESIRED AWOS/ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
PRIMARY COMMERCIAL NON-HUB				GOOD		150		VASI/PAPI		100LLA		50k SW	YES		ILS
LAKE TAHOE	7300	8544		GOOD		150		PAPI		100LLA		70000	YES		GPS
REGIONAL GENERAL AVIATION				GOOD		75		VASI/PAPI		100LLA		12500	YES		GPS/VOR
COLUMBIA	5100	4670	\$110,000	GOOD		75		VASI		100LLA		30000	YES		GPS
MARIPOSA - YOSEMITE	5200	3310	TBD-Terrain	GOOD		50	\$290,000	VASI		100LL80	\$50,000	12500	NONE	\$100,000	NONE
PLACERVILLE	5300	4200	TBD-Terrain	GOOD		75		VASI		100LL80 A		26000	NONE	\$100,000	GPS
WESTOVER FIELD AMADOR CO. ARPT	5000	3411	\$420,000	GOOD		60	\$180,000	VASI		100LL	\$50,000	12500	YES		GPS
COMMUNITY GENERAL AVIATION				FAIR		75		VASI/PAPI		100LL or 80		12500	YES		GPS/VOR
CALAVERAS CO./MAURY RASMUSSEN	4100	3603	\$130,000	GOOD		60	\$190,000	VASI		100LL80		12500	YES		GPS
CAMERON AIR PARK	4060	4060		GOOD		50	\$360,000	PAPI		100LL		0	NONE		NONE
GEORGETOWN	4800	2980	TBD-Terrain	GOOD		60	\$160,000	NONE	\$60,000	100LL		22000	NONE		NONE
PINE MOUNTAIN LAKE	4900	3625	TBD-Terrain	GOOD		50	\$320,000	VASI		100LL80		12500	NONE	\$100,000	GPS
Estimated Regional Cost Totals (by project type )			\$660,000		\$0		\$1,500,000		\$60,000		\$100,000			\$300,000	
<b>LEGEND:</b> RED TEXT – DOES NOT MEET MINIMUM STANDARD SEE GLOSSARY FOR ACRONYM AND TERM DEFINITIONS															
BOLD ITALIC TEXT – NON-NPIAS FACILITY															
ALL LENGTHS ARE IN FEET, WEIGHT REFERENCES IN POUNDS															